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The Fate of La Bourgoigne.

By the strange constitution of the human mind the news of wholesale slaughter, of drownings, shooting and mutilations that comes to us with every flash of the cable instrument from Cuba leaves us as sensitive as ever to the tidings of a catastrophe of peace. We have just been exulting over the destruction of six Spanish ships, with the loss of hundreds of lives, when our rejoicings are turned into mourning by the pitiful story of the loss of the Bourgoigne.

The tale is lacking in no element of horror. The sacrifice of women and children, the mad rush for the boats, the brutal unreason of panic, gave glimpses into the repellent depths of the nature of the human animal. But there was heroism to balance the brutality. The officers did their duty nobly, and the captain, faithful to the sublime traditions of his profession, went down with his ship.

The minds of ordinary men seem incapable of holding more than one idea at a time. Among the selfish mob that crowded the women of the Bourgoigne to their death there were doubtless many that would have exposed their own lives recklessly in battle. If they had been thinking of injuring an enemy they would have given no thought to their own safety. Very likely there was more than one who, if he had seen a woman struggling alone in the water, would have plunged in to save her. With their minds filled with some object outside of themselves these men would have been heroes. When they were intent on self-preservation their heads would not hold any other thought, and they became criminal cowards.

The loss of La Bourgoigne may have been unavoidable, but the loss of life in connection with it was not. The public will blame nobody until it knows the facts, but remembering the spectacle of Shafter's landing 16,000 men in small boats on a rocky and hostile coast it will not believe that it is necessary to drown two-thirds of a ship's company in transferring them to boats, even after a wreck. The Bourgoigne disaster illustrates anew the fact that collision in fog, either between ships or with icebergs, is the only danger of the sea which the ingenuity of man has not practically conquered.

So far as Atlantic liners are concerned, skill in naval architecture has rendered them proof against any storm that can blow and any sea that a storm can stir up. Even the failure of their engines means nothing more than inconvenience, for so scientifically are they constructed that even when adrift upon an angry sea they are safe.

But in fog they cannot see when other ships approach, and owing to natural laws, wrestled with by no less eminent scientists than Joseph Henry and Prof. Tyndall, they cannot even hear without danger of being lured to destruction and by what the scientists have named fog's "opacity" to sound.

Collision in fog is always a possibility, and when it comes its results depend upon circumstances that can neither be controlled nor foreseen.

A great English shipbuilder has said that ships might be built which even collision would not endanger. But this cannot be so long as ships must carry freight. If any company could afford to dispense with the use of the hold for freight and cut it up into air and water tight cells, not even the worst collision could endanger the lives of its passengers.

But such ships are a dream of

the future. The first-class liners have abolished one species of dangerous or obnoxious freight after another, but none has yet been able to abandon freight carrying altogether in behalf of safety to passengers. For without freight receipts no ship can afford the enormous expense of the ocean passage.

Sooner or later this will come, with greatly increased passenger fares, of course; but until it comes it will not be possible to make ships as proof against collision as they are now against the other dangers of the sea.

Spain's Naval Power Shattered.

More dramatic even than Dewey's lightning swoop upon Montojo was the splendid running fight in which Sampson destroyed the fleet of Cervera and captured the Spanish Admiral himself.

The brief and business like dispatch of Admiral Sampson enables us to read between its lines the story of one of the most desperate and intensely thrilling combats in all naval history. The Spanish fleet, says the Admiral, "attempted to escape at 9.30 a. m., and at 2 p. m. the last, the Cristobal Colon, had run ashore sixty miles west of Santiago and has let down her colors."

The Infanta Maria Teresa, Oquendo and Vizcaya were forced ashore, burned and blown up within twenty miles of Santiago.

The Furor and Pluton were destroyed within four miles of the port.

Can you not see it all? The Spanish fleet dashed madly for the open sea, hoping to escape by its superior speed. The American ships, which had been hungrily watching week after week for their prey, pounced upon it, and raced by its side, fighting as they went. The eggshell torpedo boat destroyers perished first. They lasted for four miles—perhaps for fifteen minutes. The armored cruisers Vizcaya, Infanta Maria Teresa and Almirante Oquendo kept up the fight for twenty miles, which at the rate the ships were going represented a struggle of nearly an hour and a half. At last, in flames, they drove ashore, and their bursting magazines deprived the American navy list of some coveted acquisitions. Running the gauntlet alone, the Cristobal Colon held out for three hours longer, but at last, run to earth, she stopped, and the flag that symbolized the last remnant of Spain's maritime power in the Western World fluttered down.

It is a pity that so many fine ships that would have graced our service should be lost, but it looks as if we should be able to save the Cristobal Colon, and that will be a most desirable addition to our naval strength.

Sampson has had his opportunity, and he has risen to it nobly. And others will do as well when their time comes. Evidently Dewey's name will not be the only one that will deserve consideration when we are ready to create a Vice Admiral.

The Truth about Germany.

Andrew D. White, our Ambassador to Germany, made a supremely sensible speech at the Fourth of July banquet of Americans at Leipzig. He asserted in the most convincing manner that the German Government has been more than "correct" in its attitude of neutrality: it has been friendly, eager to avoid even the remotest suspicion of offense. And he also asserted that "the feelings of the great majority of thinking German people are friendly, and this majority has the wit or instinct to discern the reason of any injustice that may be done our country by individuals."

A certain part of the German press, like a part of the French press, has been working for the holders of Spanish bonds. To quote such utterances as indicative of real public sentiment is as absurd as it would be to quote from a Wall street organ to prove that the American people were opposed to a popular loan and in favor of secret syndicate swindles.

Mr. White said:

"The demeanor of those in authority in Germany has always been all that America could wish. From the beginning of the present war the German Government has recognized our rights as combatants. It has observed perfect and strict neutrality, and this neutrality is neither cold nor unfavorable."

"America recognizes a second mother country in Germany, to whose universities and higher educational establishments America owes so much. I don't believe the various forces which unite America and Germany will easily be broken. Assurances given our Government by Germany prevent the United States from thinking that Germany would treat our nation in any but an upright, loyal and open way. In this German policy of fairness and justice toward our country lies a guarantee that legitimate territorial and commercial expansion which Germany wishes so eagerly."

The Lesson of the Bonds.

Whether it be true, says the New York Financial Record, that subscriptions of \$500 and under have already reached the sum of \$157,000,000, it seems to be a foregone conclusion that enough small subscriptions, with the cash attached, will be in, before the time expires, to cover the whole loan, with the chances strongly favoring the closing of the loan before July 14, as it is not to be supposed the loan will be kept open and money allowed to be sent on after it is known all the bonds are sold. To cover the loan by small subscriptions within the time allowed will count just as much for the credit and prestige of the Government as to have it largely oversubscribed.

So far as the money markets of the country and general business are concerned, the taking up, from all over the country, of so large an amount of money, would work a general disturbance only for the fact that the money has already been spent and the deficiency bill, which will be a law by the time the loan is closed, provides for paying out the whole proceeds immediately. The bills will be paid, that is all, and the money go back into circulation.

But that so large an amount can be collected in such a way, from small contributions by the score of thousands, and without disturbing business more than it has, is a tremendous object lesson for other nations, and will have its effect.

Mulhall, the English statistician, in some recent figures puts the wealth of the United States at \$81,750,000,000, the largest amount in history; that of Great Britain next, at \$59,030,000,000, France at \$47,950,000,000, Germany at \$40,260,000,000, Russia at \$32,125,000,000, Austria at \$22,560,000,000, Italy at \$15,800,000,000, and Spain at \$11,300,000,000.

The wealth of the United States, therefore, is equal to that of Russia, Austria, Italy and Spain combined. The estimate of Mulhall includes the values of money, real estate, building, railways, merchandise, covering everything from the ground up.

The significance of the figures, while great in itself, lies mainly in the fact that the United States has just got its foundations laid for industry and commerce, and has not fairly begun its real work. The possibilities of the future are not to be measured by achievements up to date. But with the nations of Europe, Russia alone excepted, it is very different. They can only sustain present output from their material and labor, at stationary or increased cost. With us, we have not yet reached the limits of lower cost in production and, consequently, of ability to still further compete with the nations of the world. Russia has the raw material, but not the skill, intelligence, capital and organization to work it up. Best of all, our home market is our big market, and always will be, and is capable of indefinite expansion.

Credit to Whom Credit is Due.

It was a glorious victory and we do well to rejoice in it. But let us rejoice understandingly, knowing whom we have to thank for it.

Everybody is calling it Sampson's victory. From the wording of his despatch the prevalent illusion on this point seems to be shared by Admiral Sampson himself. The truth is that the triumph is distinctly Schley's. No doubt Sampson would have done as well if the opportunity had come in his way, but, as it happened, it did not. He was seven miles east of Morro Castle when Cervera shot out of the harbor and headed west. It was Schley who gave the signal for battle, who sent a despatch boat to notify the Commander-in-Chief that the game was afoot, and who raced alongside of the fleeing Spaniards without waiting to hear from his messenger. It was he that stayed by the Cristobal Colon, along with the Oregon, to the end of his sixty mile fight, and his ship suffered the only casualties experienced by the American fleet. He was in the battle and in command from beginning to end. Sampson arrived barely in time to throw a few shots when the fight was over.

Moreover it was Schley who originally bottled up Cervera in Santiago harbor. He ran the Spaniards to earth, kept guard over them until Sampson joined him, and now has exterminated them as a fighting force. Schley is as much the hero of Santiago as Dewey is of Manila. We are glad to see that Representative Berry, of Kentucky, has recognized this fact by introducing resolutions

thanking the real destroyer of Cervera's fleet, and we trust that the President will be equally as just in his recommendations.

The Cape Verd "Terrors."

On the 10th of April we said that "the only Spanish naval forces to be considered in case of prompt action are the Vizcaya and the Oquendo," then at Porto Rico; and added that "they cannot stand for an hour against the formidable ships which Sampson can send to meet them."

Though joined afterward by two more armored cruisers and two fast torpedo boat destroyers, the Spanish squadron never made a fighting stand. It ran from one port to another, and finally sought refuge in the harbor of Santiago. After being bottled up there for forty five days its Admiral made a desperate dash out of the harbor—a gallant running fight to get away. His only hope was to "outrun our ships."

It took Sampson just four hours and a half to catch and destroy or capture the whole outfit. He had one man killed and two wounded—not a ship injured so far as appears. And he took 1,300 prisoners, including Admiral Cervera.

And this is the terrible fleet that for many weeks kept the New England coast towns in a state of constant alarm, that caused the appearance of phantom fleets and spook ships in all sorts of places, and that finally led to the abandonment of the attack on San Juan and the combining of Sampson's and Schley's formidable squadrons to hunt the vanishing Spaniards! Well, it is all happily over now. The terrible fleet is junk or prize. But the history of the scares that it caused will, when it shall hereafter be written, be funnier than any play.

All Well in the East.

Hardly less important than the destruction of Cervera's fleet and the imminent capture of Santiago is the arrival of Dewey's reinforcements at Manila. The Charleston so far strengthens the American Asiatic squadron as to make it more than a match for Camara, and the combining of Sampson's and Schley's formidable squadrons to hunt the vanishing Spaniards! Well, it is all happily over now. The terrible fleet is junk or prize. But the history of the scares that it caused will, when it shall hereafter be written, be funnier than any play.

En route the Charleston incidentally picked up a bit of colonial empire in the Ladrões. It is a reminder to Spain that if she has anything lying out of doors which she would like to save she has no time to lose in taking it in under the shelter of a treaty of peace.

Sporting Life Comes High.

At the London Bankruptcy Court, before Mr. Registrar Linklater, the public examination was held of the Earl of Rosslyn, who stated, in reply to Mr. A. H. Wildy, official receiver, that he had since 1891 been residing either with relatives or at hotels and clubs. He succeeded to the titles and estates in 1890, on the death of his father, and believed that the net value was then about £15,000 per annum. The estates were encumbered to the extent of £30,000 and were also subject to a jointure of £2,000 per annum in favor of the Dowager Lady Rosslyn. The estates were now encumbered to the extent of £140,000. He had, in fact, increased the incumbrance by about £110,000 since he came into the estate. The money which he had so raised had gone in money lenders' interest, gambling and personal extravagance. The Official Receiver: "Have you lost heavily at horse racing and cards?" He said that he had. It was not the fact that he had lost so much as £20,000 on a single race, or that he had lost twice that much on two races. He might have lost £20,000 on racing in one season. He believed that his expenditure until 1893 had amounted to about £25,000 per annum. His friends then came to his assistance, but he was required to execute a deed vesting his property in trustees. He had since very materially reduced his expenditure, and had been dependent mainly upon voluntary allowances and loans. He formerly derived a profit of about £600 a year from a pheasant farm at Dysart. He was chairman of the Earl of Rosslyn collieries, but owing to the depression in the coal trade the income from the collieries had dwindled from £13,000 to £3,500 a year. He was now making a small income from literary work and the stage. The examination was closed, the accounts showing liabilities £8,522, and debts fully secured £151,500, with no assets.

OUR FOREIGN NEWS.

Translated and Selected from leading European papers for the SENTINEL.

ENGLAND.

ENGLAND'S NAVAL DEFENCES.

By Lord Charles Beresford.

I have always sought to study naval requirements as much from the view of the politician as that of the naval officer, Parliament being really responsible for the defence of the empire. On many occasions large additions to our naval defenses have proved that the policy which I had previously advocated was a necessity. Never since the year 1888 have I felt so alarmed about the state of our naval defenses. The reasons for such alarm are apparent. 1. The estimate for new construction for last year fell short of the minimum considered necessary by responsible authority by no less than £2,270,000. 2. We have a decrease of £961,303 on the normal estimate of 7½ millions for the last two years, if we are making up £1,400,000 of the deficit this year. 3. Parliamentary Return No. 26 of 1898 clearly shows that not only are we falling behind the proportional standard of numbers of three to two, laid down by authority as necessary, but we have actually not even an equality of numbers with France and Russia (numbers refer to built, building and projected). 4. We are confronted with most unfriendly actions abroad. 5. We are alarmed with the most disquieting speeches at home made by members of the Cabinet.

There is a sense of uneasiness in the country. The only optimists are the ministers responsible for our defenses. It is time to spur the public up to the actual facts of the dangers of our position. I appeal to my fellow countrymen through the medium of the press to consider the situation. I am satisfied, if its dangers are known, the Government will be forced to propose a supplementary estimate. According to present appearances and official utterances there is no intention whatever of bringing in a supplementary estimate. I consider delay is criminal.

Adding £1,500,000 for rearming the seventeen useful old ironclads, as I have frequently advocated, the total needed would be brought up to £35,000,000, which seems a large sum, but is really only based on the normal estimate for the last three years for naval construction. The colliers proposed, properly as service colliers, are an all important question when coal is the breadth and life of the fleet, and being able to coal quickly will seal the fate of a campaign. The colliers should be sixteen knots. These and the rearming of the useful old ironclads should be placed in hand at once by a supplementary estimate for as much of the work as could be carried out. The remainder of the money should be spread over the next five years.

I earnestly trust that the press and the public will examine these statements and carefully weigh them. If the Government do not seriously grapple with the question of new construction on Vote 8 the only resource will be to arrange a series of meetings throughout the country, when the irresistible force of public opinion would probably produce the same effect as it did on previous occasions.

ON MONOPOLISTS.

Spectator—London.

To create a monopoly is, if you can effect it, the quickest and safest way of making a fortune yet invented by man. You buy at expense, and as nobody else has any of the article, you sell to the whole world at sevenpence, which if the whole world buys means millions. Fortunately it is also the most difficult way. It looks easy if you have money enough, for no law interferes with your purchases, and, except in the rarest cases, no one with power to execute the decree will forbid your asking for any article of commerce any price you please. In civilized countries the Government is loth to interfere, though we have known that done in the case of salt, and the chance of being lynched, even when much money is involved, is exceedingly remote. The only way to hang the Mr. Leiters. There are, however, limitations on such speculations which operate with considerable effect. If the article is one of prime necessity, it is also an article existing in enormous quantities, and under conditions which make far reaching purchases either impossible or exceedingly difficult. The number of things which absolutely cannot be done without is exceedingly limited, even if we include the articles which mankind, though it could go on in their absence, will not consent to lose. Water is one of them, bread is another, and salt is a third, and we may add for practical purposes the material of woolen or cotton clothing, meat, milk, alcohol in some form, iron, tobacco, and we rather think) as the world is now constituted, paper, and to a monopoly of each there are serious obstacles. The supply of water is protected in most places where it is scarce or difficult to distribute, by legislative enactment, and in others by the dread of popular rage, which might be very quickly excited, and would be both unscrupulous and cruel.

To monopolize food in a besieged city is dangerous, but to monopolize water would mean death if the thirsty could inflict it. Buying up the world's supply of corn is safer, indeed quite safe, but it requires enormous capital. It can hardly be attempted in more than one country, and the moment it is attempted the high price draws to the market the surplus of the world. Mr. Leiter, of Chicago, for example, succeeded in holding for a few weeks the whole American supply of wheat, and so sent up prices all over Europe and America, but before he began to reap his profits, Russia, India, Argentina, and a hundred smaller wheat fields began pouring in their stocks until

prices sank again. He had, moreover, overestimated the shortage, a new and ample crop was on its way, and the moment he sold the panic ended, and a "slump," or rapid fall of price, occurred within a few days swept away his entire profits. He was a millionaire one week and a "plain man" the next, and even to gamblers an alternation of fortune like that is not attractive. Even in a land where protection reigns, the rearing of corn on the grand scale is a very risky work. You can buy all there is if there is money enough, but the populace is sure to clamor, and the Government sure to yield, and when the ports are once open commerce is too strong for you. Tobacco is saved from the monopolist in much the same way. It exists almost everywhere, the stocks are very large, there is always a crop coming on, and though mankind will not entirely do without the weed, it can, and will, enormously reduce its regular consumption. \* \* \*

A great firm did once, we believe, possess themselves, as they fancied, of all the lodges in the world, only to find that their high price drew quantities from countries where they did not know it existed; while a very daring attempt to monopolize hops ran up the value, not of hops so much, as of camomile and other less innocent substitutes. Quinine has been monopolized repeatedly, to the small trouble of hospitals; the supply of rhubarb has been occasionally in one or two hands; and there are tales told of the fortunes made by buying up articles little known, but indispensable to certain processes of manufacture. As a rule, however, speculators find science a little too strong for them, and the only article we know of in which a true monopoly has been successfully maintained for many years is petroleum. Its managers have been wise enough to avoid unendurable prices; they have therefore incurred little popular hatred; they seem somehow to have surmounted the danger from strikes, which one would have expected to be formidable; and their chief, Mr. Rockefeller, is reputed to be the richest man in the world, and must certainly be in enjoyment of one of its largest incomes, which probably, as he is very like any other dissenting deacon, gives him no more pleasure than he would derive from ten thousand a year. Diamonds are only partially monopolized, the speculators controlling only one source of supply; but still, that is the chief source, and as the few like diamonds to be dear while the many know nothing about them, many fortunes have been made in the article without any popular hatred being incurred. Mr. Leiter would have been lynched if German Socialists could have got at him; but nobody wanted to lynch Mr. Barnato or Mr. Beit, though the latter is supposed to have accumulated sums "beyond the dreams of avarice."

RUSSIAN TARIFFS AND TRADE

Consular Journal.

The announcement—of which we have just received confirmation from an official source in St. Petersburg—that the Russian Minister of Finance has decided to admit a number of imports free of duty, and to reduce the duties on others, is one to which the greatest importance attaches from a British point of view. We have always held, and hold now more than ever, that Russia is a splendid and growing market for British manufactures. By means of the information tabulated and supplied by consuls to the Trades' Intelligence Office we have done much to develop trade in various parts of the Empire—trade especially in iron and steel goods, agricultural implements and machinery, watches and clocks, tobacco, and teas. Some of these benefit materially under the revised tariff to which we refer, and we cannot exhort our manufacturers and exporters too seriously to take the fullest advantage of the opportunities which the more liberal policy of the Russian Government will open up. We, for our part, are prepared to, and through the Consular Service can, assist our readers to develop business connections in Russia and in a manner, and with a certainty of profit, which cannot, for obvious reasons, be otherwise obtained, and we cordially invite any of those who are desirous of extending their trade to communicate with us as early as possible.

The tariff concessions to which we have referred are, it is true, merely temporary and experimental, but they nevertheless constitute an important relaxation of the arbitrary tariff of 1891. First of all, as likely to extend the large amount of work already done by Russia by English shipbuilders, comes a ukase abolishing the high duties on seagoing vessels built abroad. Freedom from duty is granted for ten years from July 1 last on iron vessels for external navigation not imported in pieces, on steam yachts, dredgers, ice breakers for seaports, floating docks, chains, anchors, and wire cables for ocean-going ships, and all vessels for service under the Russian flag on the Asian seas. A reduced duty of 20 roubles (gold) per ton of carrying capacity is to be charged on iron vessels for rivers, lakes, and the Caspian Sea; also on tugs, barges, and floating cranes for work at ports on the Russian Pacific coast; besides three roubles per square foot of boiler heating surface in steamers of this category. The duty on wooden sea and river boats imported whole is fixed at eight roubles per ton, with the addition of the above-mentioned boiler tax. The abolition of the duty on sea vessels will enable Russians to buy abroad all the vessels which they cannot find made at home.

M. Witte has also, at last, settled the much debated question of the duties on imports into Siberia by direct sea route. Among the imports by sea via Siberian rivers to be free of duty are machinery for Siberian gold works, salt, agricultural machinery, coal, and parts of machines to an unlimited extent, machines for equipping Siberian mills and workshops, fishing nets and twine for same, certain chemicals, but only in quantities actually required by works in Siberia. The Minister has made the above exemptions

for the present year, and hopes to have them prolonged for the next five years. All machinery for gold mining in Siberia is, furthermore, made free of duty on all the frontiers of the Empire. Duties are likewise repealed or reduced for five years, from September 1 next, on agricultural machinery. Steam ploughs, various kinds of threshing machines, reapers, sorters, harrows, &c., will be free of duty, while duties on other special kinds will be reduced from 1 rouble 20 kopecks to 50 kopecks per pood.

From the foregoing it will be easily seen, then, that there is every reason for hoping that British manufactured exports to Russia will materially grow in amount.

THE CANTERIN IN SEAGOING SHIPS.

Army and Navy Gazette.

The navy is proverbially conservative, and in no direction does it show its conservatism more pronouncedly than in the virtual question of the regulations that govern the food supply of the navy date back many years in spite of the different conditions that exist today. \* \* \* The days are long past when the seaman was content to live upon the Government ration, eked out when in harbor by such luxuries as the bumboat woman could provide. We do not imply that the daily ration is not ample and good food, for it is both; but in these days of cheap and excellent canned foods for use at sea, and many opportunities of obtaining butter, flour, potatoes, &c., in harbor, it is not reasonable to expect the men to be content to do without them. It is not within our province to suggest a remedy, though two very apparent ones might be mentioned:—(1) Putting the whole thing in the hands of one or other of the big firms that cater for canteens, letting them provide their own manager and servers, and making them pay a certain rent for the favor. This plan has been tried successfully already, although it was, of course, unsanctioned by the regulations. (2) The taking over by the government of the whole concern and placing it in the hands of the paymaster and his staff. This latter plan appears to us to be by far the simplest remedy. The present trouble, and abuses would cease to exist; the seamen would get their food cheaper and better, while the Victualling Department of the navy would make a very handsome profit instead of allowing it to go, as at present, into the pockets of private firms.

SUSPENSION OF ENGLISH NAVAL MANOEUVRES.

Times—London, June 21.

The statement of the First Lord of the Admiralty in the House of Commons on the subject of the suspension of the naval manoeuvres was of a complete and satisfactory character. It was not wholly due to this, however, but, more directly, to a blocking notice put down by Mr. Tomlinson, that the apprehension generally entertained of a motion for the adjournment on the Welsh coal strike was not realized. Mr. Goschen took the House quite frankly into his confidence. He read the notice which had been sent to the ports intimating that, in view of the continuance of the labor conflict in the South Wales collieries, it had been decided that "it would not be expedient to trench upon the reserve of coal by the naval manoeuvres," and that consequently the partial mobilization of the fleet, to which the country has been accustomed annually for eleven years past, would not take place. The Channel squadron and the coastguard or reserve squadron will cruise as usual and carry on independently their tactical exercises and gunnery practice, though without a strategical plan. \* \* \*

The Admiralty, though it has never had in its possession a larger stock of steam coal than at the present time, could not look with indifference on the restriction of the supply, and the consequent rise in price, amounting already as was stated in our columns yesterday, to about one hundred per cent. These facts made it a serious matter to sanction the consumption of a quantity estimated at 50,000 tons of steam coal for an object which, however desirable, cannot be regarded as absolutely indispensable. The navy has been latterly supplied from the non-associated collieries, the production of the associated collieries of South Wales having been to a large extent paralyzed by the conflict with the men. But there has recently been some fear that the former class might be drawn into the struggle. Mr. Goschen had, of course, to reckon with that contingency as well as to take into account the possibility that a sudden demand might arise for the despatch of a powerful naval force to protect British interests in some part of the world.

Standard—London, June 21.

Owing to the interruption of the supplies of coal from South Wales, it has been judged imprudent to draw largely upon the stock of fuel which is now at the disposal of the Admiralty. Nothing could be simpler—nothing, it might have been supposed, more adequate—as an explanation. But the supply keeps up with the demand. Statesmen have been speaking of late, with more than ordinary gravity, of the risk of combinations among foreign powers inimical to British interests. It is true they have expressly disclaimed the suggestion that they had any specific danger before their eyes. Their object was to impress their countrymen with a sense that the contingency was sufficiently within the sphere of possibility to call for the necessary measures of precaution, and Mr. Goschen has, in fact, pointed the moral by announcing some substantial additions to the ship building programme. But for a certain order of intelligence the line between alarm and rational prevision is very faintly drawn. Accordingly, the news that the customary naval manoeuvres were not to take place next month became at once a text for fanciful stories about strained relations with this or that Continental Government. \* \* \* Matters are happily not in a condition

that requires us to keep our ships in port. But, on the other hand, we cannot afford to exhaust our present reserves of fuel; and until the South Wales miners resume their suspended labor, the only available stock of suitable steam coal is that which has been accumulated in the Government yards. Fortunately, it never was larger than at the present moment, so that there is as little warrant for the amazing tale that the fleet cannot start for want of coal as for the other tale that it may be needed at any moment for operations of war. \* \* \* A token of the narrowness of spirit which can be imported into the consideration of such topics was furnished by a suggestion that the Admiralty was suspected of wishing to "help the owners." Mr. Goschen repudiated the imputation with proper spirit, and it is a pleasure to remark that it received no countenance from any Welsh member.

Daily Chronicle—London, June 21.

The Government, it appears, will sooner let the navy go to the dogs than carry out their part of the conciliation act, or raise a finger to secure the execution of their contracts. The situation as developed by Mr. Goschen and Mr. Ritchie between them does not admit of two interpretations. The First Lord of the Admiralty permitted the shipbuilders to lock out their men without a protest last year. He could, without doubt, have enforced the execution of Government work. But he elected, purely in the interests of the engineering firms, and against the interests of the Empire and of his own department, to do nothing. And then he came down to the House in the spring with the intelligence that the naval programme was behindhand to the extent of two millions sterling. His colleague Mr. Ritchie's performance was of genuine service to the employers, but it did perhaps less than nothing to bring about a settlement. And now, having thrown away the start in naval construction, Mr. Goschen tells the country that there are to be no naval manoeuvres this year on account of the labor troubles in South Wales. The Admiralty, it appears, cannot go into the market and buy stocks, but they must depend on what is turned out week by week and day by day. That is Mr. Goschen's confession, and it will be read with lively interest in a good many quarters of the globe. \* \* \* Henceforth, when the trade and the defenses of the country are imperilled by a labor dispute we are to have the comfort of knowing that the government will make a note of it. If there were no naval manhood or patriotism in the Cabinet we should hardly have been reduced to this negation of all government. As it is, Mr. Goschen and Mr. Ritchie between them are driving straight for anarchy, or else for compulsory arbitration.

Morning Advertiser—London, June 21.

Mr. Goschen, in reply to a question by Sir E. T. Gouley, explained the reason of the step which has been taken in abandoning the ordinary naval manoeuvres for this year, and he afterwards added certain items to his original statement, in answer to various supplementary questions. The matter really lies in a nutshell, and it is difficult to see how the Admiralty could have acted otherwise under the circumstances. To suggest, as Mr. W. Redmond seems to have done, that the resolution came to might be regarded as in the interests of the coal owners is more than foolish. As Mr. Goschen very properly said, he would be unworthy of his place at the Admiralty if he allowed himself to be swayed by the interests of one class or the other. That the labor disputes are lamentable everyone will be ready to admit, and it is a most unfortunate thing that so soon after the engineering strikes—whose direct injury to the navy interests has been so vividly displayed in the mischievous retardation of the programme of shipbuilding and naval works—the country should be confronted with another struggle between employers and employed. But the Admiralty have to look at things as they are, and not as they ought to be, and the distinction which Mr. D. Thomas strove to indicate between a "strike" and a "lock out," even if it were a genuine one, would not alter the case. \* \* \* Mr. Goschen laid stress on the point that no stock of coal is held by the private owners and coal merchants. Without doubt, at a moment to look at foreign affairs through alarmist spectacles, is at least clear that this is not a moment when any shortage in the vital necessity of a modern fleet could be contemplated with equanimity. But that the whole is one which raises many serious questions for the future cannot be denied. It is yet another illustration of the evils which flow from labor disputes. Unhappily, it is far easier to see the dangers of these suicidal contests than to detect any royal remedy.

Stamps Must Be Used.

Under the war revenue law stamps will be required as follows: On all ordinary checks, two cents; demand bank drafts, two cents; promissory notes, for each \$100 or fraction thereof, two cents; certificates of deposit not drawing interest, two cents; sight drafts, two cents; time drafts, for each \$100 or fraction thereof, two cents, and for every other sum of each share of stock of the par value of \$100 or fraction thereof, two cents. The following amount in stamps necessary to be placed on every instrument offered for record in the office of the Recorder of Deeds according to the new war revenue bill. DEEDS—Where the consideration is more than \$100 and less than \$500 fifty cents. For every additional \$500 or fraction thereof over \$500 fifty cents extra. TRUSTS OR MORTGAGES—\$1,000 or less, five cents; between \$1,000 and \$5,000, twenty-five cents; on each \$500 or fraction thereof in excess of \$5,000, twenty-five cents extra. RELEASES—Free. LEASES—Not exceeding one year, twenty-five cents; more than one year and less than three years, fifty cents; more than three years, one dollar. POWER OF ATTORNEY, to sell or convey, rent, or lease, real estate twenty-five cents. BILL OF SALE—Same rate as trusts. BUSINESS ASSIGNMENTS—Same rate as sale, to be computed on the statement of liabilities.